

IN THE DRAWINGS

Corrected drawings are supplied herewith.

REMARKS

This responds to the Office Action mailed on June 13, 2005, and the references cited therewith. By this amendment no claims were amended, canceled, or added; as a result, claims are now pending in this application. Reconsideration of this application is requested in view of the following remarks.

Previous Provisional Election

Restriction to one of the following claims was required in a previous office action:

As provisionally elected by Applicant's representative, Suneel Arora, on April 27, 2005, Applicant elected to prosecute the invention of Group I, claims 1-20 and 35. The provisional election was made with traverse. In the Office Action of June 13, 2005, the Examiner indicated that the previously submitted traversal was persuasive and, as a result, the entire claim set, namely claims 1-35, were considered, examined and remain in the case.

Objection to the Drawings

Objection: In the Office Action dated June 13, 2005, the Examiner objected to the drawings under 37 CFR 1.83(a) since the drawings must show every feature of the invention specified in the claims.

Response: The Examiner indicated that several sensors that were claimed were not shown in the drawings. By this amendment, FIG. 3 has been amended to include a reluctance sensor, an RPM sensor, an ignition key position sensor, and a carbon monoxide sensor. These amendments do not include new matter since the various sensors were described in the original specification of the instant patent application. The claims as originally presented in the application are considered part of the original specification. Support for these various sensors can be found at least in the claims.

The Examiner argued that the figures do not show a "vehicle coupled to the AC generator as disclosed in claim 17; recreational vehicle coupled to the AC generator as disclosed in claim

18...” and that these “...must be shown or the feature(s) canceled from the claim(s).” (See top of page 3 of the Office Action of June 13, 2005). FIG. 1 shows a vehicle 102 and an AC generator 104. The vehicle 102 is coupled to the AC generator 104 by the one from the Generator AC Power Output 124 to the Load Circuit 118. Therefore FIG. 1 shows the “vehicle coupled to the AC generator” as disclosed in claim 17. In describing element 102 of FIG. 1, the specification states that “...the system 100 includes a recreational vehicle (RV) or other vehicle 102...” (See page 3, line 3 of the patent application). Therefore, the schematic diagram of FIG. 1 that shows vehicle 102 coupled to the AC generator 104 also schematically shows a “recreational vehicle coupled to the AC generator” as disclosed in claim 18.

As a result, it is respectfully submitted that the objection under 37 CFR 1.83(a) to the drawings is now overcome. It should also be appreciated that support for amendments to FIG. 3 is found in the original specification and, therefore, no new matter is presented.

§103 Rejection of the Claims

A. Rejection: Claims 1, 5, 7, 20 and 21 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703).

B. Response: In order for the Examiner to establish a *prima facie* case of obviousness, three base criteria must be met. First, there must be some suggestion or motivation, either in the references themselves or in the knowledge generally available to one of ordinary skill in the art, to modify the reference or to combine reference teachings. Second, there must be a reasonable expectation of success. Finally, the prior art reference or references must teach or suggest all the claim limitations. The teaching or suggestion to make the claimed combination and the reasonable expectation of success must both be found in the prior art, and not based on applicant's disclosure. *M.P.E.P.* § 2142 (citing *In re Vaeck*, 947 F.2d 488, 20 USPQ2d 1438 (Fed.Cir. 1991)).

Claim 1 recites “...an actuator circuit, to automatically start a fuel-powered AC generator when a load circuit needs AC electrical power from the AC generator; a sensor circuit, to detect a

fault condition indicative of a risk of an exhaust hazard; and a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present.” The Examiner admits that the Reuyl reference fails to teach detecting a fault condition based on an exhaust hazard. It should also be noted that the Reuyl reference also fails to teach an actuator circuit to automatically start a fuel powered AC generator when a load circuit needs AC electrical power. Rather, the Reuyl reference acts in response to the storage level of the residential storage level of the residential storage subsystem or acts in response to a need for DC current from a storage subsystem. If the “...storage level of the batteries 36 is below a predetermined level, the engine generator 26 in the automobile is automatically turned on, and power is supplied directly to the home residence system to charge up the batteries 36 and thereby provide power for the home under these adverse conditions.” (See column 4, line 57 to column 5, line 3 of the Reuyl reference).

The James reference also fails to teach or suggest an actuator circuit to automatically start a fuel powered AC generator when a load circuit needs AC electrical power. In addition, the James reference also fails to teach or suggest “a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit...” Claim 1 also recites the “...actuator circuit, to automatically start a fuel-powered AC generator...” James does not teach disabling the actuator circuit which is for automatically starting the AC generator. In fact, James works in a completely opposite manner by disabling the engine (and only source of CO) after the engine has been running. The invention of claim 1 prevents the AC generator from automatically starting. In the James reference, signals, such as “HIGH CO OUTSIDE” and “HIGH CO INSIDE”, are sent to an engine disabler 151. The engine disabler 151 disables the engine or source of the CO. The engine disabler 151 also operates to disable the ignition system in response to a HIGH CO OUTSIDE signal or a HIGH CO INSIDE signal. The ignition system of James is not automatic and must be enabled or attempted to be enabled by a user. Therefore, James does not teach disabling the actuator circuit which is for automatically starting the AC generator, as required by claim 1. Since neither the Reuyl reference nor the James reference teach or suggest an actuator circuit to automatically start a fuel powered AC generator ignition system, and since neither the Reuyl reference nor the James reference teach or suggest a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit which automatically starts the AC generator,

the combination of these two reference falls short since the combination simply fails to teach or suggest these elements. The combination of Reuyl and James would, at best, teach a device that would allow the automobile to start automatically and would then disable the engine in response to a high CO condition. There is nothing that teaches or suggests disabling an automatic AC generator starting actuator. In fact, doing so would be counter intuitive since the main source of CO is the automobile engine and there would essentially be no CO to sense without the engine operating. Accordingly, claim 1 overcomes the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703).

Claims 5 and 7 depend from claim 1 and include the limitations of claim 1 by their dependency. As a result, claims 5 and 7 also overcome the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703).

Claim 20 recites "...disabling an automatic AC generator starting actuator of a fuel-powered electrical AC generator when the fault condition indicates that the risk of the exhaust hazard is present." The combination of Reuyl and James et al. fails to teach this element of the invention. Reuyl teaches a system with control circuitry "...for starting up the automobile combustion engine, and transferring the generated electrical energy and heat to the residential energy storage means..." James teaches a device that detects either a HIGH CO OUTSIDE or a HIGH CO INSIDE condition and signals an engine disabler to disable the engine of a car. The combination of Reuyl and James would teach a device that would allow the automobile to start automatically and would then disable the engine in response to a high CO condition. There is nothing that teaches or suggests disabling an automatic AC generator starting actuator. In fact, doing so would be counter intuitive since the main source of CO is the automobile engine and there would essentially be no CO to sense without the engine operating. As a result, claim 22 overcomes the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703). Claim 21 depends from claim 20 and include the limitations of claim 20 by its dependency. As a result, claim 21 also overcomes the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703).

C. Rejection: Claims 2 and 4 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) as applied to claim 1 above, and further in view of Ulinski et al. (U.S. Patent No. 6,700,214).

D. Response: Claims 2 and 4 depend directly from claim 1 and include its limitations by its dependency. Claim 1 recites "...an actuator circuit, to automatically start a fuel-powered AC generator when a load circuit needs AC electrical power from the AC generator; a sensor circuit, to detect a fault condition indicative of a risk of an exhaust hazard; and a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present." As discussed above in the **B. Response**, neither the Reuyl reference nor the James reference teach or suggest a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit which automatically starts the AC generator. The Ulinski et al. reference also fails to show this aspect of the invention. Therefore, combination of these three reference falls short of the invention as claimed since the combination simply fails to teach or suggest these elements. Accordingly, claims 2 and 4 overcome the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) as applied to claim 1 above, and further in view of Ulinski et al. (U.S. Patent No. 6,700,214).

E. Rejection: Claims 9, 13, 23, 26, 28 and 29 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) as applied to claims 1 and 20 above, and further in view of Ito et al. (U.S. Patent No. 5,276,624).

F. Response: Claims 9 and 13 depend directly from claim 1 and include its limitations by its dependency. Claim 1 recites "...an actuator circuit, to automatically start a fuel-powered AC generator when a load circuit needs AC electrical power from the AC generator; a sensor circuit, to detect a fault condition indicative of a risk of an exhaust hazard; and a logic circuit,

coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present.” As discussed above in the **B. Response**, neither the Reuyl reference nor the James reference teach or suggest disabling an automatic AC generator starting actuator. The Ito et al. reference also fails to show this aspect of the invention. Therefore, combination of these three reference falls short of the invention as claimed since the combination simply fails to teach or suggest these elements. Accordingly, claims 9 and 13 overcome the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) as applied to claim 1 above, and further in view of Ito et al. (U.S. Patent No. 5,276,624).

Claims 23, 26, 28 and 29 depend from claim 20 and include its limitations by its dependency. Claim 20 recites “...disabling an automatic AC generator starting actuator of a fuel-powered electrical AC generator when the fault condition indicates that the risk of the exhaust hazard is present.” As discussed above in the **B. Response**, neither the Reuyl reference nor the James reference teach or suggest a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit which automatically starts the AC generator. The Ito et al. reference also fails to show this aspect of the invention. Therefore, combination of these three reference falls short of the invention as claimed since the combination simply fails to teach or suggest these elements. Accordingly, claims 23, 26, 28 and 29 overcome the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) as applied to claim 20 above, and further in view of Ito et al. (U.S. Patent No. 5,276,624).

G. Rejection: Claims 8, 11, 12, 14, 15, 22, 25, 27, 30, 31, 32, 33 and 34 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) and further view in of Ito et al. (U.S. Patent No. 5,276,624) as applied to claims 1, 20, 23 and 28 above, and further in view of Riedel (U.S. Patent No. 5,954,040).

H. Response: Claims 8, 11, 12, 14, and 15 depend from claim 1 and include its limitations by its dependency. Claim 1 recites “...an actuator circuit, to automatically start a

fuel-powered AC generator when a load circuit needs AC electrical power from the AC generator; a sensor circuit, to detect a fault condition indicative of a risk of an exhaust hazard; and a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present.” As discussed above in the **B. Response**, neither the Reuyl reference nor the James reference teach or suggest disabling an automatic AC generator starting actuator. The Ito et al. reference and the Reidel reference also fail to show this aspect of the invention. Therefore, combination of these four reference falls short of the invention as claimed since the combination simply fails to teach or suggest these elements. Accordingly, claims 8, 11, 12, 14, and 15 overcome the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) and further view in of Ito et al. (U.S. Patent No. 5,276,624) as applied to claims 1, 20, 23 and 28 above, and further in view of Riedel (U.S. Patent No. 5,954,040).

Claims 22, 25, 27, 30, 31, 32, 33 and 34 depend from claim 20 and include its limitations by its dependency. Claim 20 recites “...disabling an automatic AC generator starting actuator of a fuel-powered electrical AC generator when the fault condition indicates that the risk of the exhaust hazard is present.” As discussed above in the **B. Response**, neither the Reuyl reference nor the James reference teach or suggest a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit which automatically starts the AC generator. The Ito et al. reference and the Reidel reference also fail to show this aspect of the invention. Therefore, combination of these four reference falls short of the invention as claimed since the combination simply fails to teach or suggest these elements. Accordingly, claims 22, 25, 27, 30, 31, 32, 33 and 34 overcome the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) and further view in of Ito et al. (U.S. Patent No. 5,276,624) as applied to claims 1, 20, 23 and 28 above, and further in view of Riedel (U.S. Patent No. 5,954,040).

I. Rejection: Claim 3 was rejected under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) as applied to claim 1 above, and further in view of Graber et al. (U.S. Patent No. 6,534,958).

J. Response: Claim 3 depends directly from claim 1 and include its limitations by its dependency. Claim 1 recites "...an actuator circuit, to automatically start a fuel-powered AC generator when a load circuit needs AC electrical power from the AC generator; a sensor circuit, to detect a fault condition indicative of a risk of an exhaust hazard; and a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present." As discussed above in the **B. Response**, neither the Reuyl reference nor the James reference teach or suggest disabling an automatic AC generator starting actuator. The Graber et al. reference also fails to show this aspect of the invention. Therefore, combination of these three reference falls short of the invention as claimed since the combination simply fails to teach or suggest these elements. Accordingly, claim 3 overcomes the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) as applied to claim 1 above, and further in view of Graber et al. (U.S. Patent No. 6,534,958).

K. Rejection: Claims 10 and 24 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) and further in view of Ito et al. (U.S. patent No. 5,276,624) as applied to claims 1 and 23 above, and further in view of Duke et al. (U.S. Patent No. 5,432,413).

L. Response: Claim 10 depends directly from claim 1 and include its limitations by its dependency. Claim 1 recites "...an actuator circuit, to automatically start a fuel-powered AC generator when a load circuit needs AC electrical power from the AC generator; a sensor circuit, to detect a fault condition indicative of a risk of an exhaust hazard; and a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present." As discussed above in the **B. Response**, neither the Reuyl reference nor the James reference teach or suggest disabling an automatic AC

generator starting actuator. The Ito et al. reference and the Duke reference also fail to show a logic circuit to disable an automatic AC generator starting actuator. Therefore, combination of these four references falls short of the invention as claimed since the combination simply fails to teach or suggest a logic circuit to disable an automatic AC generator starting actuator.

Accordingly, claim 10 overcomes the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) and further in view of Ito et al. (U.S. patent No. 5,276,624) as applied to claims 1 and 23 above, and further in view of Duke et al. (U.S. Patent No. 5,432,413).

Claims 22, 25, 27, 30, 31, 32, 33 and 34 depend from claim 20 and include its limitations by its dependency. Claim 20 recites "...disabling an automatic AC generator starting actuator of a fuel-powered electrical AC generator when the fault condition indicates that the risk of the exhaust hazard is present." As discussed above in the **B. Response**, neither the Reuyl reference nor the James reference teach or suggest a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit which automatically starts the AC generator. The Ito et al. reference and the Duke et al. reference also fail to show this aspect of the invention. Therefore, combination of these four reference falls short of the invention as claimed since the combination simply fails to teach or suggest these elements. Accordingly, claims 22, 25, 27, 30, 31, 32, 33 and 34 overcome the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) and further in view of Ito et al. (U.S. patent No. 5,276,624) as applied to claims 1 and 23 above, and further in view of Duke et al. (U.S. Patent No. 5,432,413).

M. Rejection: Claims 6, 16, 17, 18, 19 and 35 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) as applied to claim 1 above, and further in view of Kawaguchi et al. (U.S. Patent No. 4,961,403).

N. Response: Claims 6, 16, 17, 18 and 19 depend from claim 1 and include its limitations by its dependency. Claim 1 recites "...an actuator circuit, to automatically start a

fuel-powered AC generator when a load circuit needs AC electrical power from the AC generator; a sensor circuit, to detect a fault condition indicative of a risk of an exhaust hazard; and a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present.” As discussed above in the **B. Response**, neither the Reuyl reference nor the James reference teach or suggest disabling an automatic AC generator starting actuator. As discussed above in the **B. Response**, neither the Reuyl reference nor the James reference teach or suggest disabling an automatic AC generator starting actuator. The Kawaguchi et al. reference also fails to show this aspect of the invention. Therefore, combination of these three reference falls short of the invention as claimed since the combination simply fails to teach or suggest these elements. Accordingly, claims 6, 16, 17, 18 and 19 overcome the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) as applied to claim 1 above, and further in view of Kawaguchi et al. (U.S. Patent No. 4,961,403).

Independent claim 35 recites “...an actuator circuit, to automatically start the fuel-powered AC generator when a load circuit of the recreational vehicle needs AC electrical power from the AC generator; a sensor circuit, to detect a fault condition indicative of a risk of an exhaust hazard; and a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present.” Reuyl reference also fails to teach an actuator circuit to automatically start a fuel powered AC generator when a load circuit needs AC electrical power. Rather, the Reuyl reference acts in response to the storage level of the residential storage level of the residential storage subsystem or acts in response to a need for DC current from a storage subsystem. If the “...storage level of the batteries 36 is below a predetermined level, the engine generator 26 in the automobile is automatically turned on, and power is supplied directly to the home residence system to charge up the batteries 36 and thereby provide power for the home under these adverse conditions.” (See column 4, line 57 to column 5, line 3 of the Reuyl reference).

The James reference also fails to teach or suggest an actuator circuit to automatically start a fuel powered AC generator when a load circuit needs AC electrical power. In addition, the James reference also fails to teach or suggest “a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit...” Claim 1 also recites the “...actuator circuit, to

automatically start a fuel-powered AC generator...” James does not teach disabling the actuator circuit which is for automatically starting the AC generator. In fact, James works in a completely opposite manner by disabling the engine (and only source of CO) after the engine has been running. The invention of claim 1 prevents the AC generator from automatically starting. In the James reference, signals, such as “HIGH CO OUTSIDE” and “HIGH CO INSIDE”, are sent to an engine disabler 151. The engine disabler 151 disables the engine or source of the CO. The engine disabler 151 also operates to disable the ignition system in response to a HIGH CO OUTSIDE signal or a HIGH CO INSIDE signal. The ignition system of James is not automatic and must be enabled or attempted to be enabled by a user. Therefore, James does not teach disabling the actuator circuit which is for automatically starting the AC generator, as required by claim 1. Since neither the Reuyl reference nor the James reference teach or suggest an actuator circuit to automatically start a fuel powered AC generator ignition system, and since neither the Reuyl reference nor the James reference teach or suggest a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit which automatically starts the AC generator, the combination of these two reference falls short since the combination simply fails to teach or suggest these elements. The combination of Reuyl and James would, at best, teach a device that would allow the automobile to start automatically and would then disable the engine in response to a high CO condition. There is nothing that teaches or suggests disabling an automatic AC generator starting actuator. In fact, doing so would be counter intuitive since the main source of CO is the automobile engine and there would essentially be no CO to sense without the engine operating. The Kawaguchi et al. reference also fails to teach or suggest these elements. The Kawaguchi et al. reference deals mainly with adding or integrating a generator with a truck and does not discuss the elements that are lacking in the combination of Reuyl and James. As a result, the Kawaguchi et al. reference also fails to teach or suggest these elements. Accordingly, claim 35 overcomes the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) as applied to claim 1 above, and further in view of Kawaguchi et al. (U.S. Patent No. 4,961,403).

Claims 22, 25, 27, 30, 31, 32, 33 and 34 depend from claim 20 and include its limitations by its dependency. Claim 20 recites "...disabling an automatic AC generator starting actuator of a fuel-powered electrical AC generator when the fault condition indicates that the risk of the exhaust hazard is present." As discussed above in the **B. Response**, neither the Reuyl reference nor the James reference teach or suggest a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit which automatically starts the AC generator. The Ito et al. reference and the Duke et al. reference also fail to show this aspect of the invention. Therefore, combination of these four reference falls short of the invention as claimed since the combination simply fails to teach or suggest these elements. Accordingly, claims 22, 25, 27, 30, 31, 32, 33 and 34 overcome the rejection under 35 U.S.C. § 103(a) as being unpatentable over Reuyl (U.S. Patent No. 4,182,960) in view of James et al. (U.S. Patent No. 5,333,703) and further in view of Ito et al. (U.S. patent No. 5,276,624) as applied to claims 1 and 23 above, and further in view of Duke et al. (U.S. Patent No. 5,432,413).

Miscellaneous Remarks

The specification was amended to reflect the changes made to FIG. 3 of the drawings. As mentioned above, the amendment to the specification does not include new matter since the various sensors were described in the original specification of the instant patent application. The claims as originally presented in the application are considered part of the original specification. Support for these various sensors can be found at least in the claims.

CONCLUSION

Reconsideration of this application is respectfully requested in view of the remarks set forth above. Applicant respectfully submits that the claims are in condition for allowance, and notification to that effect is earnestly requested. The Examiner is invited to telephone Applicant's attorney at (612) 373-6951 to facilitate prosecution of this application.

If necessary, please charge any additional fees or credit overpayment to Deposit Account No. 19-0743.

Respectfully submitted,

DAN G. PRIEM

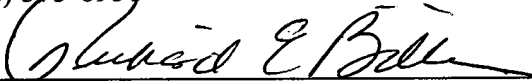
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CERTIFICATE UNDER 37 CFR 1.8: The undersigned hereby certifies that this correspondence is being deposited with the United States Postal Service with sufficient postage as first class mail, in an envelope addressed to: Mail Stop Amendment, Commissioner of Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on this 8th day of September, 2005.

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Signature